NLR26

OLD SCHOOL 1K TROPHY

Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

   Old School 1K Trophy

   ACU or SACU Intermediate Novice, Clubman, National Licence.

   European FMN Licence subject to proof of insurance and written start permission to FIM Minimum Standards

2. Entries

   How to enter

   Via www.nolimitsracing.co.uk

   When to enter

   Full Season - 1st December 2025 - 21st January 2026
   Individual rounds - Please see the round entries calendar

   Fees

   Entry to this class as your main class will be £269-£529 circuit dependent.
   Entry to this class as your 2nd class will be £170-£245 circuit dependent.

3. Programme

   At each event, you will receive a minimum of 10 minutes scheduled timed practice and a minimum of 3 scheduled races.

4. Other Regulations

   Useful Regulations

   NLR26 Tyre Regulations
   NLR26 Supplementary Regulations

5. Prizes

   Prizes for this class are yet to be announced.

Technical Regulations

All machines competing in any 2026 Old School 1K Trophy races must comply with these regulations. These rules are in addition to the ACU Standing Regulations as outlined in the ACU Handbook.

All No Limits Racing (NLR) Championships are open only to riders holding a valid ACU or SACU licence.

These regulations are correct at the time of publication but are subject to amendment by the ACU or NLR. Any updates or changes will be communicated via an official NLR Bulletin

Anything not expressly permitted within these regulations is strictly prohibited.

Anything not expressly authorised or prescribed in these specifications must remain in standard form, with the exception of paintwork.

1. Eligible Machines

Eligible Machines (non-exhaustive list)

- Yamaha R1 (up to 2011)
- Honda Fireblade (up to 2016)
- Kawasaki ZX-10 (up to 2010)
- Suzuki GSXR-1000 (up to 2016)
- Aprilia RSV4 (up to 2011)
- KTM RC8 (up to 2015)

2. Fuel

2.1 Only unleaded fuel, available from a roadside service station to current ACU regulations.

2.2 E85 biofuel is also acceptable from roadside outlets.

3. Tyres

3.1 NLR may implement a single tyre rule for the class. Details will be provided here once the rule is officially confirmed.

3.2 The cutting of extra tread grooves is forbidden.

3.3 Tyres will be examined during post-race technical control. Riders found using non-compliant tyres will be disqualified from championship points and awards. Repeated violations and disregard of the tyre regulations will result in further sanctions.

3.4 Wheel balance weights may be discarded or added.

3.5 If a race is declared as 'WET', a control rain tyre designated by NLR may be used. Please refer to the tyre regulations for further details.

3.6 Tyres available with pre order from No Limits Race Support.

4. Number Plates

41 Must conform to ACU regulations.

4.2 Colours

Front : YELLOW Background with BLUE Numbers
Side : YELLOW Background with BLUE Numbers

5. MACHINE SPECIFICATION

All components not explicitly mentioned in the following articles must remain as originally produced by the manufacturer for the homologated model.

5.1 Frame and Rear Subframe

5.1.1 The frame must remain as originally designed by the manufacturer for the homologated machine.

5.1.2 Frame side panels may be covered by protective parts made of composite materials, fitting the frame's shape.

5.1.3 No parts may be added or removed from the frame structure.

5.1.4 All motorcycles must display the vehicle identification number (VIN) on the frame (chassis number).

5.1.5 Engine mounting brackets must remain as originally homologated by the manufacturer.

5.1.6 The rear subframe may be altered or replaced, but the material must remain as homologated or of superior specific weight.

5.1.7 Additional seat brackets may be added. Non-stressed protruding brackets may be removed, provided they do not compromise safety.

5.1.8 Frame modifications are limited to drilling holes solely for approved components (e.g., fairing brackets, steering damper mounts, sensors).

5.1.9 The paint scheme is unrestricted; however, polishing of the frame or subframe is prohibited.

5.2 Front Forks

Forks may be modified or replaced.

5.3 Rear Swingarm

The rear swingarm may be modified or replaced.

5.4 Rear Suspension Unit

5.4.1 Rear suspension units may be modified or replaced.

5.4.2 Rear suspension springs may be replaced.

5.4.3 Suspension linkages may be modified or replaced.

5.4.5 Electronic suspension systems (aftermarket or prototype) are strictly prohibited. If the original electronic suspension is used, it must remain entirely as homologated.

5.5 Wheels

Wheels may be replaced and manufactured from any material.

5.6 Brakes

5.6.1 Front and rear brake discs may be modified or replaced.

5.6.2 Brake disc diameter is free, and replacement discs may be modified as required.

5.6.3 Front and rear brake calipers may be replaced or modified.

5.6.4 The front and rear master cylinders may be replaced with alternative items.

5.6.5 Hydraulic brake lines may be replaced. The brake fluid reservoir may be repositioned and/or replaced. Quick connectors are permitted. The front brake lines split for both front brake calipers must be located above the lower fork bridge.

5.6.6 Brake pads may be replaced. Locking pins for quick-change brake pads may be modified.

5.7 Footrests and Foot Controls

5.7.1 Footrests and controls may be relocated, but their brackets must be fixed to the original frame mounting points.

5.7.2 Footrests may be either rigid or folding types, provided they return to their normal position when not in use.

5.7.3 Footrest ends must have a solid spherical radius of at least 8mm. Non-folding footrests must feature an end plug made of aluminium, plastic, Teflon® or equivalent material (minimum radius 8mm), designed to maximise surface area.

5.8 Handlebars and Hand Controls

5.8.1 Handlebars, throttle assemblies, cables, hand controls, and levers may be replaced.

5.8.2 Handlebars and controls may be relocated.

5.8.3 The electric starter switch and engine stop switch must be positioned on the handlebars.

5.8.4 Throttle controls must self-close when not held open by the rider.

5.9 Fuel Tank

5.9.1 The fuel tank must remain as originally produced by the manufacturer for the homologated model.

5.9.2 Fuel tanks with breather pipes must be equipped with non-return valves, discharging into a catch tank with a minimum capacity of 250cc made from an appropriate material.

5.9.3 Fuel caps may be replaced, but they must be leak-proof and securely locked when closed to prevent accidental opening.

5.10 Fairing and Bodywork

5.10.1 Fairing, front mudguards, and bodywork must resemble the original homologated parts.

5.10.2 Fairing and bodywork may be replaced with cosmetic duplicates of the original parts, with the use of materials such as carbon or Kevlar being permitted.

5.11 Seat

5.11.1 Seat, seat base, and associated bodywork may be replaced with components of similar appearance to the homologated model.

5.11.2 Holes may be drilled for additional cooling. Any holes larger than 10mm must be covered with metal gauze or fine mesh, which must be painted to match the surrounding bodywork.

5.11.3 The rear bodywork around the seat may be modified to accommodate a solo seat.

5.11.4 The overall appearance must match the original homologated shape from the front, rear, and profile views.

5.11.5 All exposed edges must be rounded to prevent injury.

5.12 Wiring Harness

5.12.1 The wiring harness may be altered or replaced. Additional wiring may be added.

5.12.2 Cutting of the wiring harness is permitted, but all modifications must comply with safety standards.

5.13 Battery

The battery size and type may be changed and relocated.

5.14 Radiators and Oil Coolers

5.14.1 The radiator may be replaced. Oversized and auxiliary radiators are permitted.

5.14.2 Modifications to existing oil coolers are allowed, and additional oil coolers may be fitted.

5.14.3 Radiator fans and associated wiring may be modified or removed.

5.14.4 Oil coolers must not be mounted on or above the rear mudguard.

5.15 Airbox

5.15.1 The airbox may be modified or replaced.

5.15.2 The air filter element may be removed or replaced.

5.15.3 The airbox drain holes must be sealed.

5.14.4 All motorcycles must have a closed crankcase breather system, with the oil breather line connected to discharge into the airbox.

5.16 Fuel Injection Systems

5.16.1 Fuel injection systems, including throttle bodies, fuel injectors, intake tract devices, fuel pump, and pressure regulators, may be modified or replaced.

5.16.2 Modifications to throttle body intake insulators and bellmouths are permitted.

5.16.3 The butterfly valve may be replaced or modified.

5.17 Fuel Supply

5.17.1 The fuel pump and fuel pressure regulator may be modified or replaced.

5.17.2 Fuel lines and connectors between the tank and injectors may be replaced, with protection from crash damage.

5.17.3 Quick connectors or dry-break connectors are allowed.

5.17.4 Fuel vent lines and fuel filters may be replaced or added.

5.18 Exhaust System

5.18.1 The exhaust system (pipes and silencers) may be modified or replaced.

5.18.2 Catalytic converters must be removed.

5.18.3 The number of final exhaust silencers is unrestricted.

5.18.4 Exposed edges of the exhaust pipes must be rounded.

5.18.5 Exhaust systems may be wrapped for heat protection.

5.18.6 Noise limit: 105 dB/A in accordance with the ACU Handbook.

5.19 Electrical Switches

Connectors and switches may be modified, removed, or replaced, except that a handlebar-mounted engine kill switch must always remain in place and be capable of stopping the engine and fuel pump.

5.20 Engine

Engine modifications are open, except that the bore and stroke must remain as homologated for the machine.

5.21 Ignition and Engine Control System

5.21.1 The ignition/engine control system (ECU) may be replaced or modified. Flash memory ('flash RAM') for fuel mapping is allowed.

5.21.2 Additional electronics for traction control, launch control, anti-wheelie systems, and similar are strictly prohibited.

5.21.3 Reflashing of the stock ECU to enable engine control systems is prohibited.

5.21.4 Quick-shifters are permitted.

5.22 Fasteners

Fasteners may be replaced with components of any material or design, with the following restrictions:

- Aluminium fasteners may only be used in non-structural locations.
- Titanium fasteners may be used in structural locations, provided their strength meets or exceeds that of the original fasteners.
- Special steel fasteners may be used in structural locations, provided their strength is equal to or greater than the original fasteners.
- Fasteners may be drilled for safety wire.
- Fairing and bodywork fasteners may be replaced with quick-disconnect types.

5.23 Permitted Modifications

- Any lubrication, brake, or suspension fluid may be used.
- Any type of spark plug, spark plug cap, and lead may be used.
- Wheel balance weights may be added, altered, or removed.
- Bearings of any type or brand may be used (ball, roller, taper, plain, etc.).
- Gaskets and gasket materials may be altered.
- External paint finishes and decals may be modified.

5.24 Items Permitted for Removal

- Instruments, instrument brackets, and associated cables.
- Emission control items around the airbox (e.g., oxygen sensors, air injection systems).
- Speedometer and associated components.
- Bolt-on accessories on the rear subframe.

5.25 Items That Must Be Removed

- Headlamps, rear lamps, turn signals (unless integrated into the fairing).
- Rearview mirrors.

- Horns, licence plate brackets, toolboxes, helmet hooks, and luggage carrier hooks.
- Passenger footrests, grab rails, safety bars, and side stands must be removed (fixed mounting brackets must remain).

5.26 Required Modifications

- A functional ignition kill switch must be mounted on at least one side of the handlebars, capable of stopping the engine and fuel pump.
- Throttle controls must self-close when not actively held by the rider.
- All drain plugs must be safety-wired. Oil filter screws/bolts entering oil cavities must also be safety-wired.
- The closed crankcase breather system must be maintained, with the oil breather line discharging into the airbox.
- Overflow or breather pipes must discharge via designated outlets, ensuring no direct atmospheric emissions.

5.27 Additional Equipment

5.27.1 Additional electronic equipment not present on the homologated motorcycle may be added, such as data acquisition devices, recording equipment, etc.

5.27.2 Telemetry is not allowed.

6. Class and Series Sponsors

If required by NLR, class and series title sponsors' decals or stickers must be prominently displayed on machines where applicable and will be checked during technical inspection. Decals that conflict with class or series sponsor branding may be requested to be removed.

7. Presentation

33.1 The organisers reserve the right to refuse any machine admission to the start if, upon arrival at technical inspection, it is deemed not to be in a presentable condition.

33.2 Machines must be maintained to a high standard. Competitors are responsible for regularly checking their machines before, during, and after events to ensure ongoing compliance.

8. Aftermarket Components

Aftermarket parts may be used provided they offer no performance advantage over the original parts, and no technical advantage is gained.

9. Parc Ferme /Disputes/Challenges

This is covered in the ACU handbook and minor queries should be directed through the riders' representatives. Check ACU Handbook for correct procedures.

10. General

If there are any queries relating to these regulations contact No Limits Racing administrators - info@nolimitsracing.co.uk or the Chief Technical Officer - technical@nolimitsracing.co.uk.